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PHOTOGRAPHIC INTERPRETATION REPORT

PIR

25X1C

SIGNIFICANT DEVELOPMENTS

25X1D NORTH VIETNAM

[redacted]

NPIC/R-72/69

SEPTEMBER 1969

Declass Review by NIMA/DOD

GROUP 1 EXCLUDED FROM AUTOMATIC DOWNGRADING AND DECLASSIFICATION

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SUMMARY

Significant logistics and economic developments were observed in the northern portion of North Vietnam during the period [redacted] 25X1D
Also, the movement of supplies through the southern panhandle continued.

Developments in the northern portion of the country included improvement of lines of communication, heavy activity in the Haiphong and Hanoi areas, and the reconstruction of selected military areas. Economic recovery included reconstruction of the Hanoi and Haiphong petroleum products storage areas, repair of the Haiphong Cement Plant, and some initial clearing of debris at the Thai Nguyen Iron and Steel Combine. In addition,
25X6 deployment of the modified FAN SONG radar continued, along with improvements at major airfields. The first identification of the [redacted] radio relay equipment and a fix-eight electronics site took place during this period.

Photography of the panhandle area revealed cable bridge construction on Route 1036 north of the Demilitarized Zone (DMZ) as well as the development of a military complex near Dong Hoi. Supplies continued to move through the panhandle although not at the previously noted high levels in [redacted]

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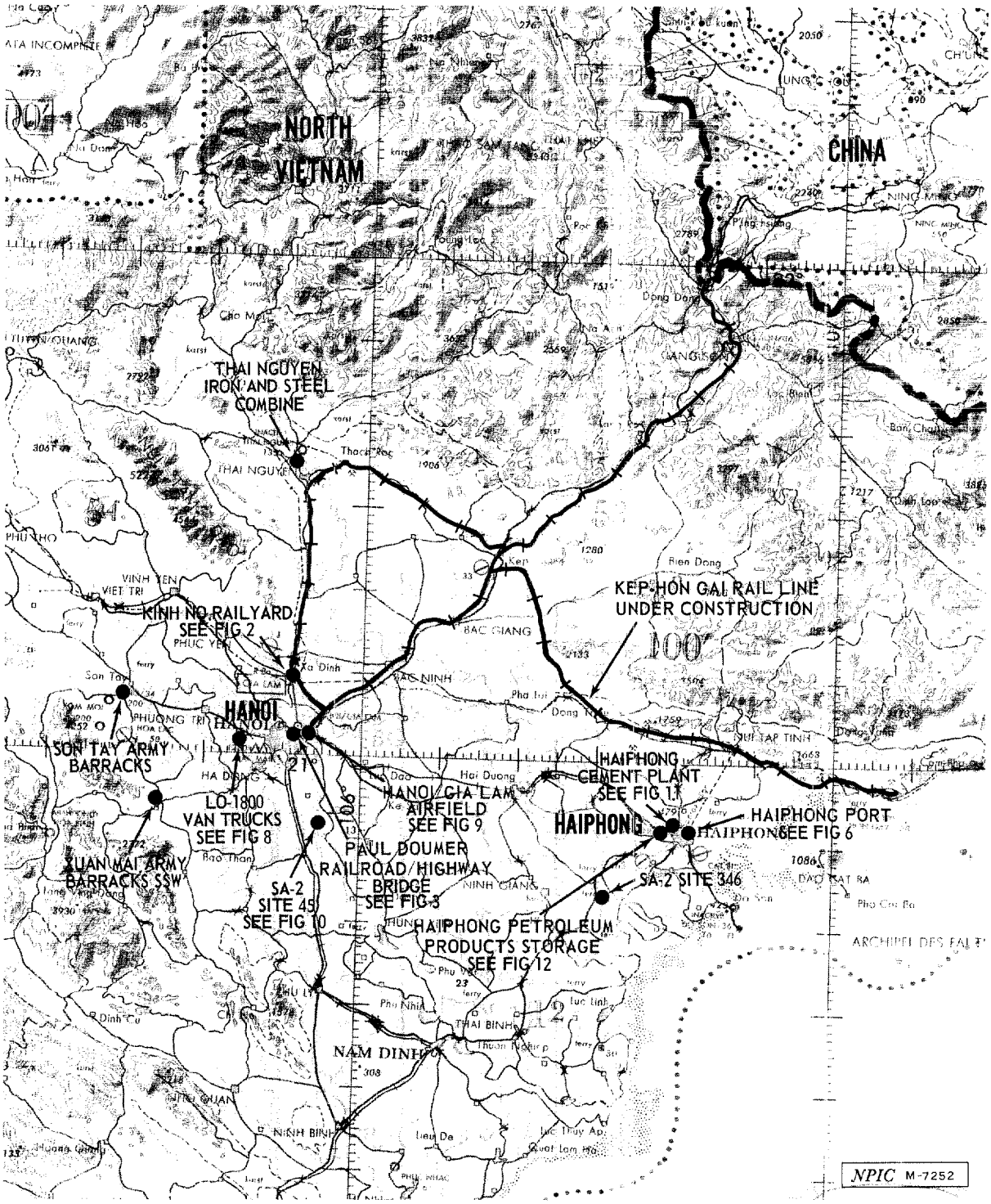
NORTH VIETNAM
CHINA
THAI NGUYEN IRON AND STEEL COMBINE
KEP-HON GAI RAIL LINE UNDER CONSTRUCTION
KINH NO RAILYARD SEE FIG 2
HANOI
SON TAY ARMY BARRACKS
LO-1800 VAN TRUCKS SEE FIG 8
XUAN MAI ARMY BARRACKS SSW
HANOI/GIA LAM AIRFIELD SEE FIG 9
PAUL DOUMER RAILROAD/HIGHWAY BRIDGE SEE FIG 3
SA-2 SITE 45 SEE FIG 10
HAIPHONG CEMENT PLANT SEE FIG 11
HAIPHONG
HAIPHONG PORT SEE FIG 6
SA-2 SITE 346
HAIPHONG PETROLEUM PRODUCTS STORAGE SEE FIG 12
NAM DINH
NPIC M-7252

FIGURE 1. KEP-HON GAI RAIL LINE, NORTH VIETNAM

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DEVELOPMENTS IN THE NORTHERN PART OF NORTH VIETNAM

LINES OF COMMUNICATION

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The Kep-Hon Gai rail line is nearing completion. Early [redacted] photography revealed serviceable track in place from Hon Gai approximately 30 nautical miles (nm) west to the Song Ha Transshipment Facility. Track was also serviceable from the Hanoi-Pinghsiang rail line east-southeast for a distance of 13 nm. The entire line will be serviceable with the addition of 14 nm of track joining the two portions already laid and the bridging of the Song Nhat Duc, the Song Cau Bang, and the Song Ky rivers as well as eight other minor streams. Photography has been limited since early [redacted] and it is entirely possible that much of this work has been completed. Rolling stock was observed on the westernmost portion of the line in early [redacted] (Figure 1).

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25X1D

25X1D

A high level of transshipment and storage activity was noted at the Kinh No rail yard complex in late [redacted] The facility is located 7 nm north of Hanoi along the major rail route connecting Hanoi and China and is within the Kep-Thai Nguyen-Hanoi rail triangle. Supplies are offloaded at this point for distribution to the Hanoi area. The [redacted] photography revealed numerous pieces of rolling stock and stacks of supplies and equipment

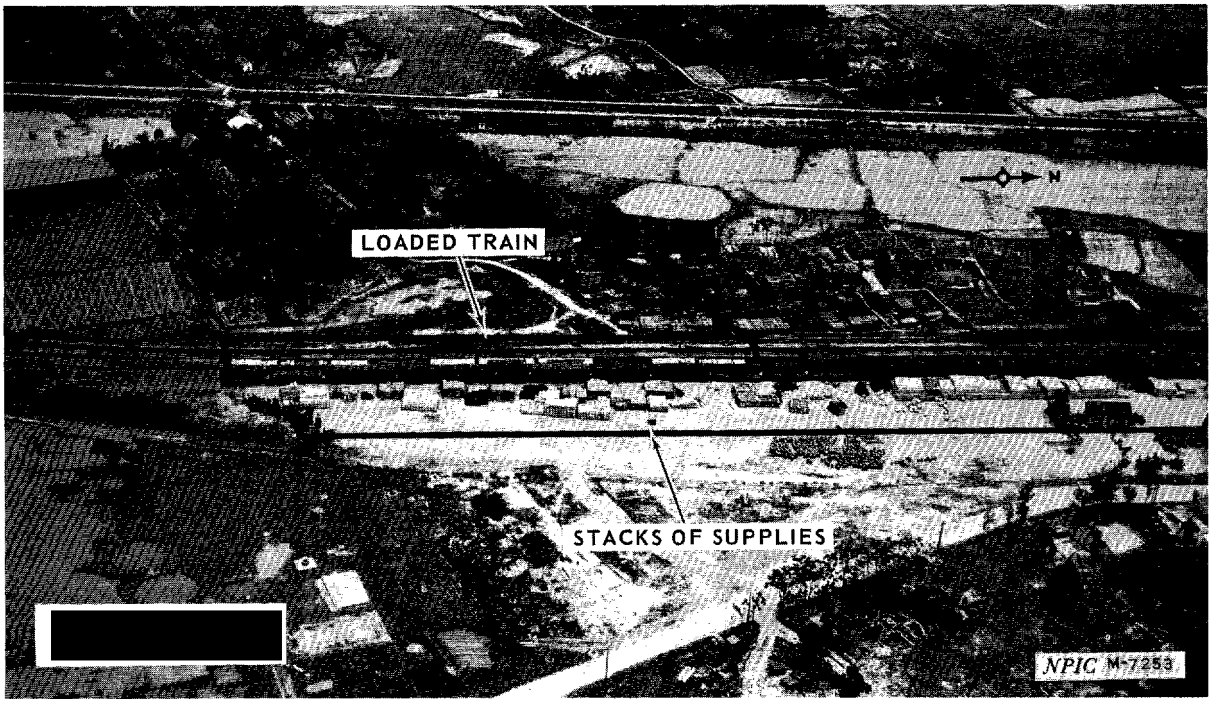

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FIGURE 2. KINH NO RAILYARD, NORTH VIETNAM

(Figure 2). Other areas in the complex contained large amounts of military, agricultural, and industrial equipment.

The major river crossings in the northern part of the country are either being repaired or reconstructed and existing bypasses are being maintained. Repairs to the highway portion of the Paul Doumer Railroad and Highway Bridge in Hanoi, which were observed in [redacted] (NPIC PIR R-41/69), were complete in [redacted] and traffic appears to be moving without difficulty (Figure 3). 25X1D 25X1D

HANOI COMPLEX

In general, the overall appearance throughout Hanoi is that more people are returning to the streets. There were several indications of this on [redacted] photography. The central market area was very active and crowds were observed on the streets. An effort by the North Vietnamese to spread wartime propaganda to the public was observed on a street corner near downtown Hanoi. Several persons were observed erecting a two-section poster, half showing a map of South Vietnam and the other half apparently indicating that 5,000 U.S. planes have been shot down over North and South Vietnam (Figure 4). 25X1D

The main rail station serving the city is active, with extensive open storage at the freight terminal and 15 passenger cars, some with camouflaged roofs, at the passenger terminal (Figure 5).

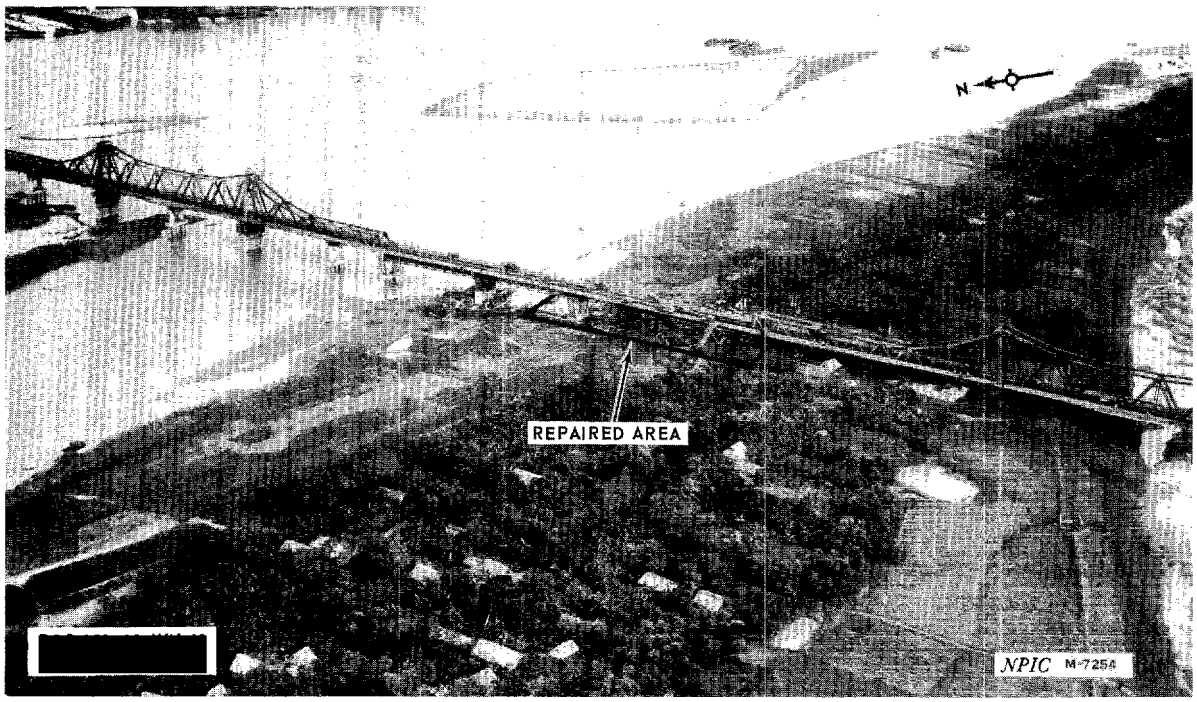

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FIGURE 3. PAUL DOUMER RAILROAD AND HIGHWAY BRIDGE, HANOI, NORTH VIETNAM

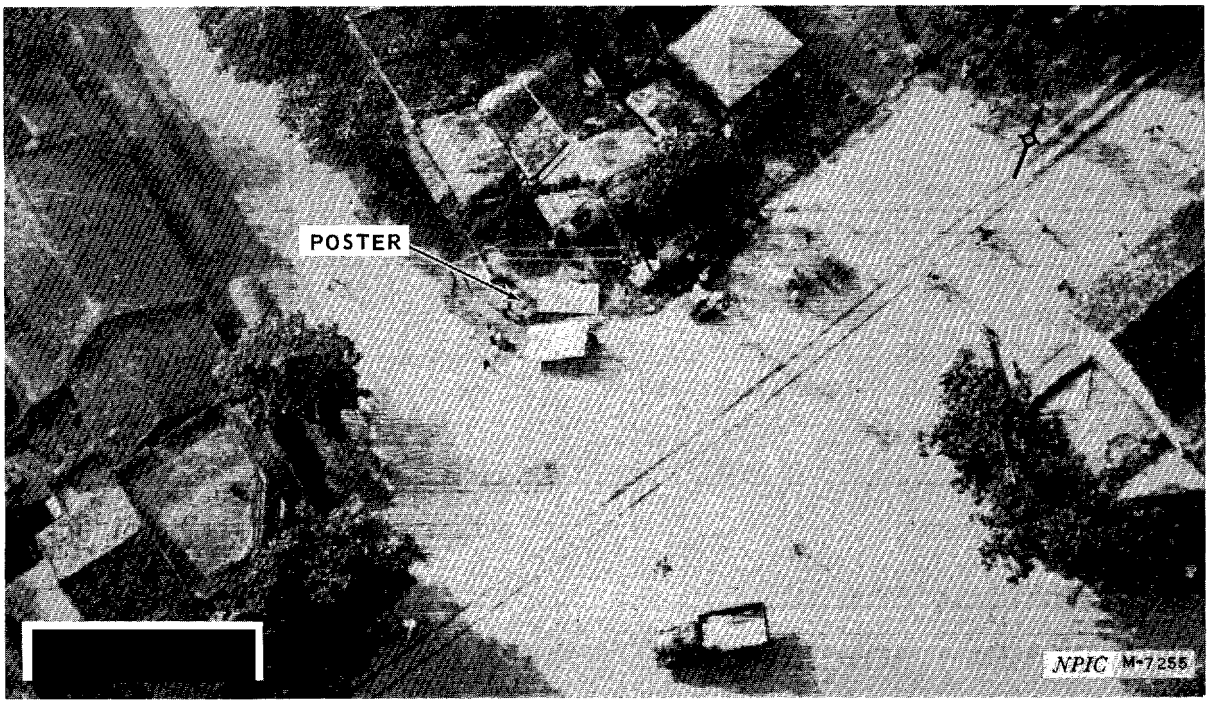

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FIGURE 4. PROPAGANDA POSTER, HANOI, NORTH VIETNAM

HAIPHONG PORT

Activity has continued at a high level in Haiphong and includes improvements to Haiphong Port. Also noted are the acquisition of a new merchant ship and important additions to the fishing fleet.

Construction continues on the new quay (Figure 6). Of the approximately 1,350 feet of wharfage which the new quay will provide, 650 feet are now serviceable, 450 feet are being filled, and the remaining 250 feet are being enclosed by piles. Other improvements in the port include the strengthening and resurfacing of "O" berth of the Chamber of Commerce Wharf and the continuing activity of the bucket dredges, the suction dredge "ZEMLESES SC-8", the more than 20 ZRS-ls, and the new-class bucket dredges approximately the size of the ZRS-ls.

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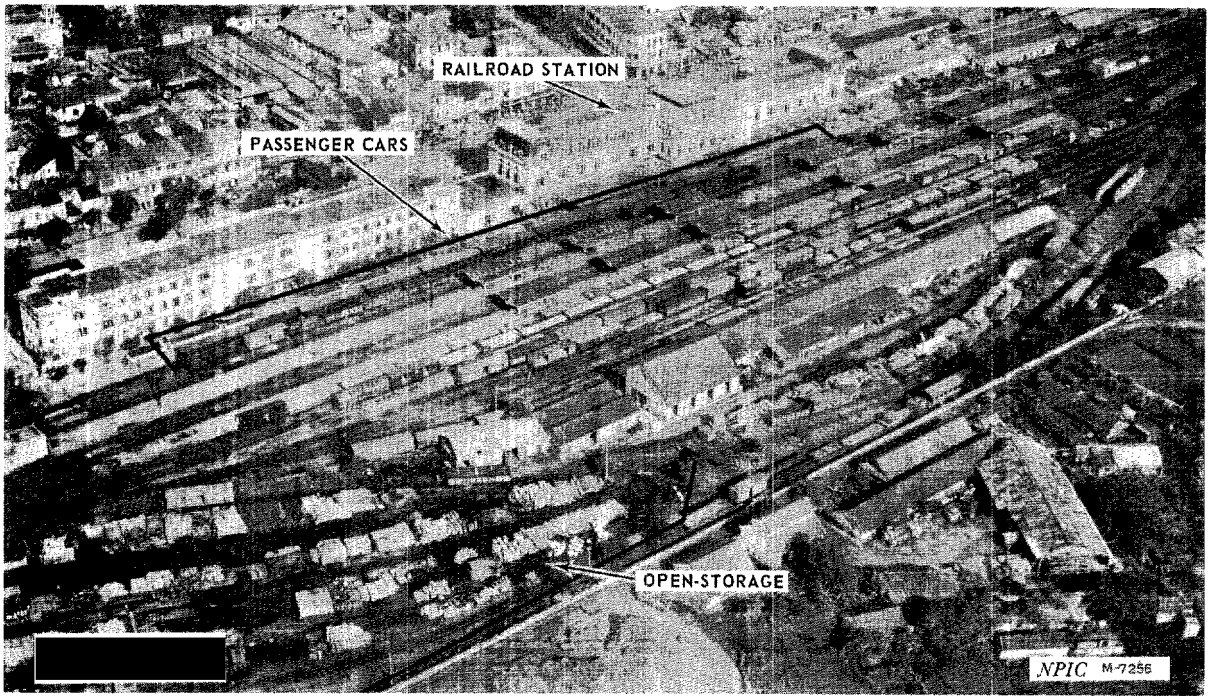

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FIGURE 5. HANOI RAILROAD STATION CLASSIFICATION YARDS AND SHOPS, NORTH VIETNAM

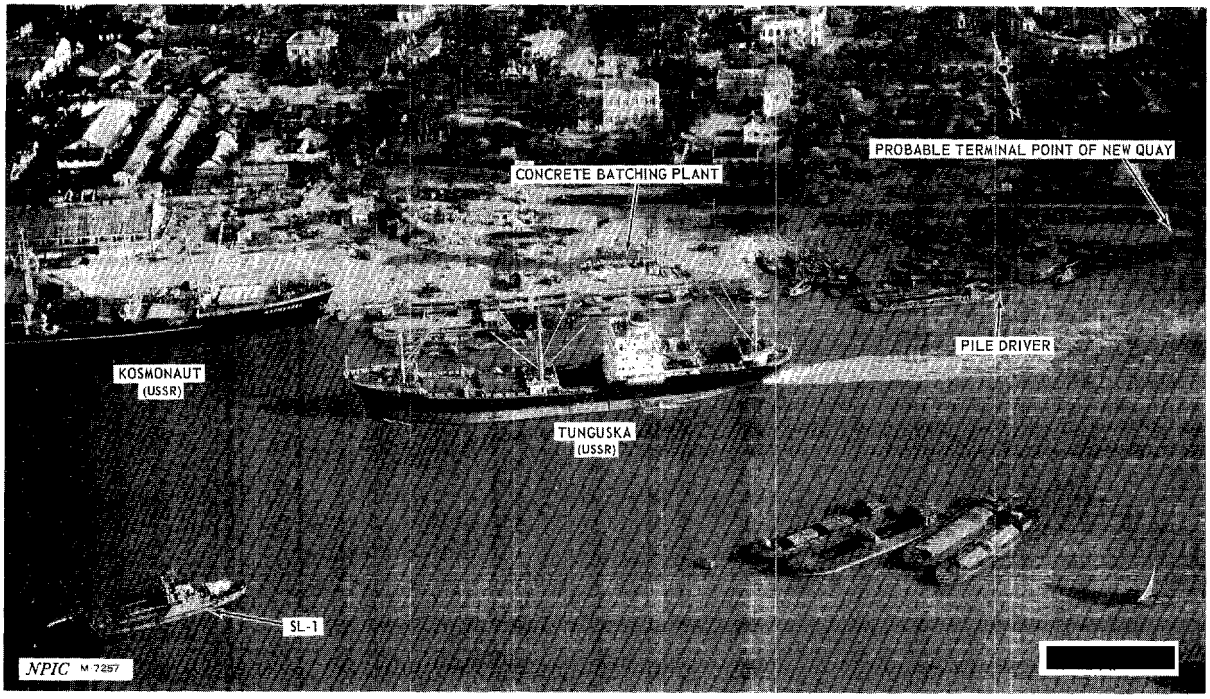

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FIGURE 6. NEW QUAY CONSTRUCTION, HAIPHONG, NORTH VIETNAM

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[redacted]

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[redacted] photography also revealed an increase in the number of North Vietnamese small logistics (SL) vessels. An increase of two vessels each was noted in the total number of SL-1s and SL-2s observed in the port. In addition, the number of Wuhu YF vessels observed increased from five to seven.

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Cargo handling was noted on [redacted] photography at the Marine Hospital wharf where an SL-4 was being loaded by a crane truck and a type-3 general cargo barge laden with POL drums was being unloaded. This type of SL vessel has continually been associated with resupply activity to the south. Two other vessels, believed to be North Korean supplied infiltration vessels, were observed at the Haiphong fishing pier. These vessels have been seen since [redacted], but this is the first time identification could be made.

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MILITARY RECONSTRUCTION

Apparently the North Vietnamese have begun a selected reconstruction effort in some military barracks and storage areas. They were first noted moving vehicles back into areas around Xuan Mai and Hoa Lac in [redacted] photography of the Hanoi Storage Area Gia Thuong (Figure 7), 3 nm northeast of Hanoi, revealed reconstruction work in

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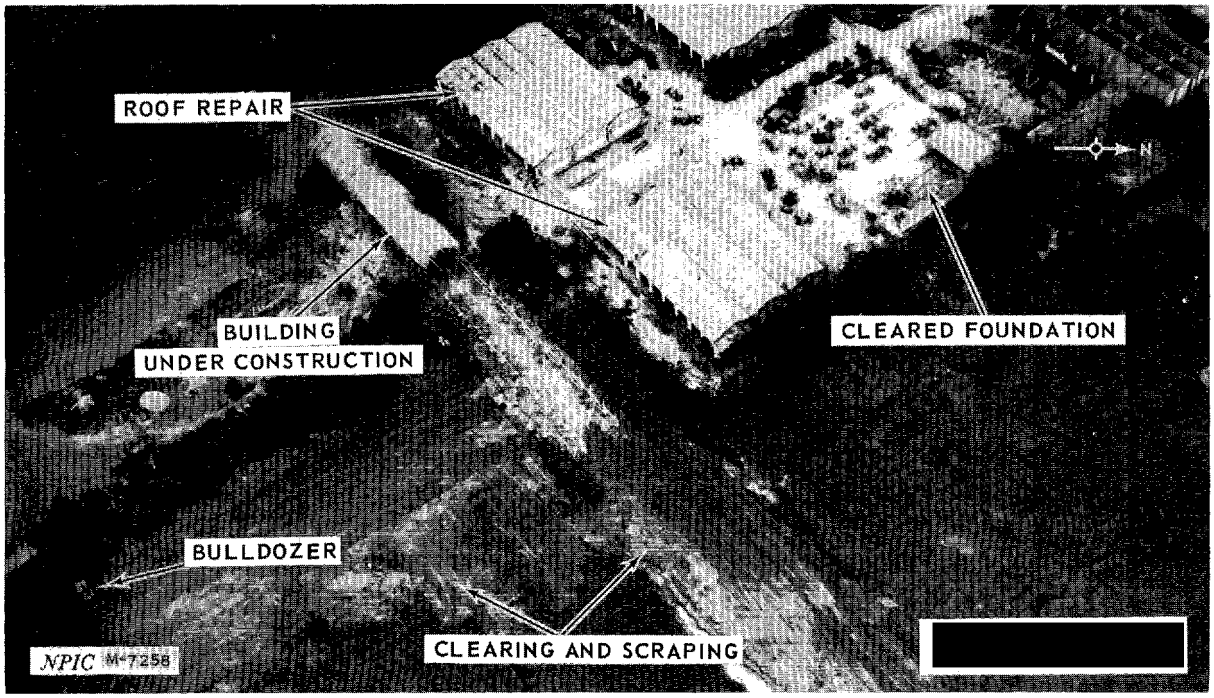

FIGURE 7. HANOI STORAGE AREA GIA THUONG, NORTH VIETNAM

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progress. At least two large vehicle storage buildings have been newly roofed and the debris from a destroyed building has been cleared.

Reconstruction has also been noted at Son Tay Army Barracks, 21 nm northwest of Hanoi, and the Xuan Mai Army Barracks SSW, 16.2 nm southwest of Hanoi. At Son Tay, reconstruction of several buildings in two separate areas and reconstruction of a wing of an administration building were noted on [redacted] Field artillery pieces were observed being parked [redacted] center before being destroyed in [redacted], photography revealed the reconstruction of permanent buildings. Two large warehouses have been completely reconstructed and 24 other buildings are newly constructed. Stacks of supplies and at least 285 vehicles were observed within the area.

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NEW ELECTRONICS FACILITIES AND EQUIPMENT

A mission on [redacted] revealed 27 LO-1800 van trucks and 13 utility trailers parked at the Hanoi International Radio Receiving Station, Song Dong (Figure 8). [redacted]

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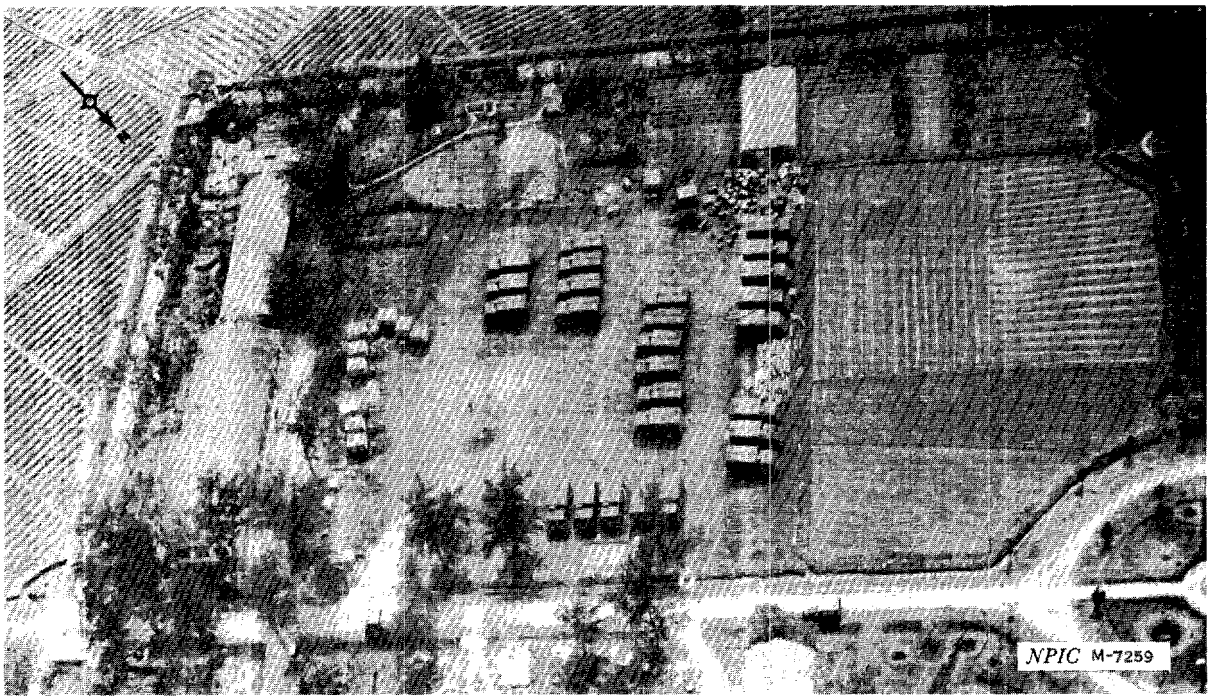

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FIGURE 8. LO-1800 VAN TRUCKS, HANOI INTERNATIONAL RECEIVING STATION SON DONG, NORTH VIETNAM

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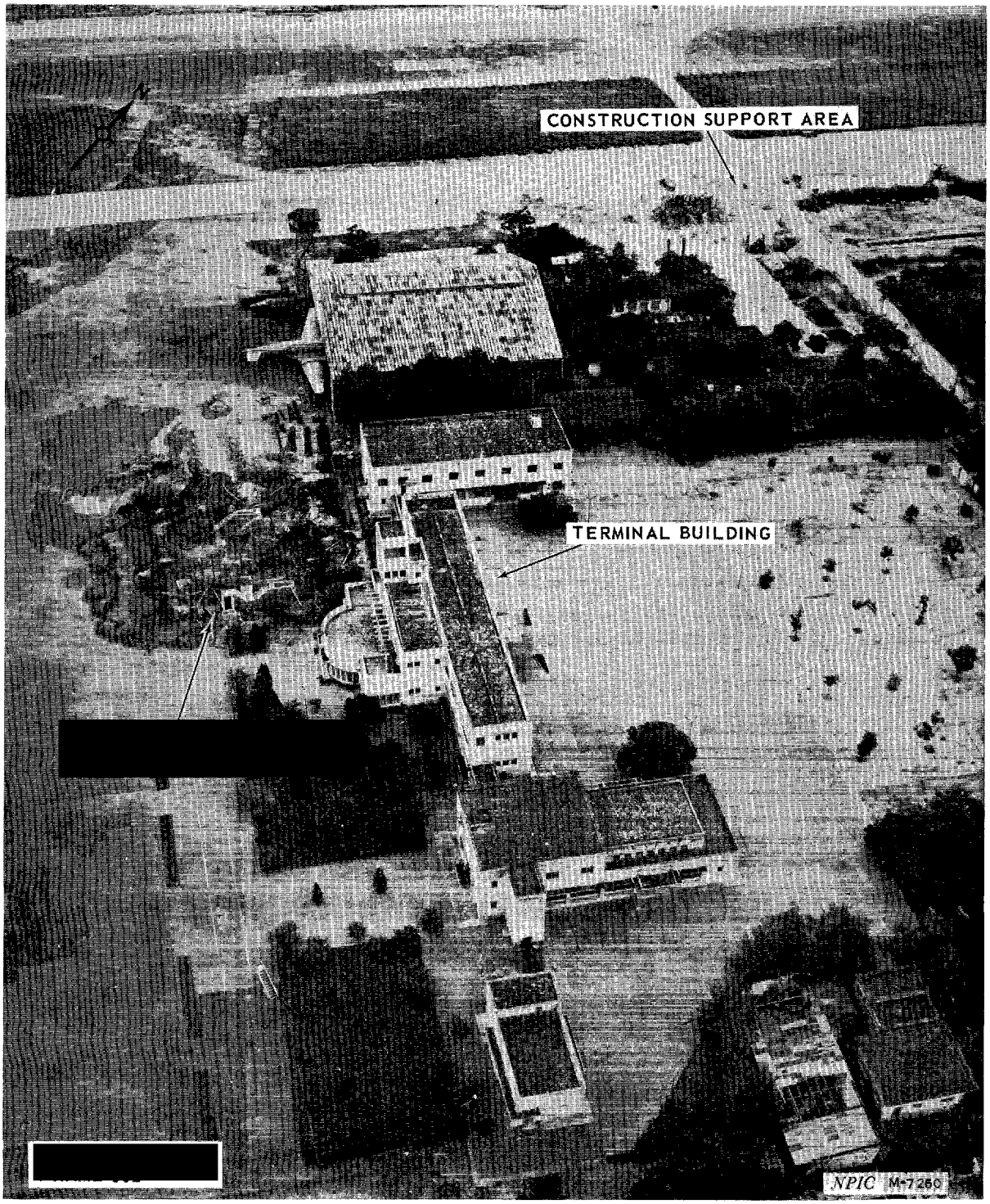

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FIGURE 9. CONSTRUCTION ACTIVITY, HANOI/GIA LAM AIRFIELD, NORTH VIETNAM

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mission with a range of approximately 50 to 60 kilometers. Subsequent photography revealed the first deployment of this equipment at an installation 18 nm east-northeast of Hanoi. The installation consisted of two log-periodic antennas and one LO-1800 van truck, and is probably part of a Hanoi-Haiphong circuit. 25X1D

Another [redacted] mission revealed a mobile fix-eight site consisting of an eight-mast Adcock antenna with the masts equally spaced in a circle and a central sense antenna mounted on a van truck. This equipment can be used as a navigational aid or for radio surveillance/intercept.

AIR ACTIVITY

25X1D [redacted] photography revealed that resurfacing of the primary runway and taxiway at Hoa Lac was complete and May photography revealed eight dispersed hangarettes. Widening of the runway continues at Hanoi/Gia Lam with approximately 70 percent of the new addition completed. In addition, [redacted] 25X1D
25X1D [redacted] and an unusually large number of transport aircraft were noted on the airfield (Figure 9).

The secondary runway/taxiway at Kep is nearing completion with approximately 80 percent of the final concrete surfacing complete. Nine FARMER (MIG-19) aircraft were observed.

25X1D [redacted] 25X1D
25X1D [redacted] Construction of a new 30-ft-wide access road from the north dispersal area was also observed. A high level mission revealed the resumption of limited repair activity at Dien Bien Phu Airfield. Initial repair of the runway at Vinh Airfield was
25X1D observed on [redacted] Subsequent photographic coverage revealed that craters had been filled in.

25X1D

SA-2 MISSILE ACTIVITY

25X1D [redacted] photography over North Vietnam highlighted some of the problems confronting the North Vietnamese in their efforts to bring down low-level drone reconnaissance aircraft and provided some rare technical
25X1D observations of the SA-2 missile in flight and at the point of detonation. 25X1D
On [redacted], a drone mission near Haiphong imaged an SA-2 missile passing very near it. The failure of the missile to bring down the drone could have been due to inaccurate guidance or malfunction of the proximity fuse. The photography permitted identification of the missile as a Mod I/II version because of the location of the fusing antennas and provided 25X1D
a first look at the pitot tube which does not become extended until the missile is in flight. Two days later, [redacted] another drone mission photographed an SA-2 warhead almost at the precise instant of detonation. The resultant photography provided close observation of the donut-shaped blast ring.

25X1D

[redacted], photography of two North Vietnamese SA-2 sites (45 and 346) provided some of the best imagery to date of the modification to the FAN SONG radar. The box-like structure on top of the radar is open at the right side exposing some of the internal structure. On the

25X1D [redacted]

ECONOMIC RECOVERY

25X1D At the Haiphong Cement Plant, repair had begun on the three easternmost kilns by [redacted] The main effort was on the repair of the three precipitators and the flue and stack system. Roof repair at the northern
25X1D end of the eastern kiln building was observed on [redacted] photography (Figure 11). The completion of work on these kilns will place five horizontal
25X1D kilns in operation out of a total of seven.

[redacted], three major aboveground petroleum storage facilities were being repaired. At the Haiphong terminal, seven vertical aboveground storage tanks have been restored and underground piping is being replaced (Figure 12). Eight similar tanks are near completion at Hanoi Petroleum

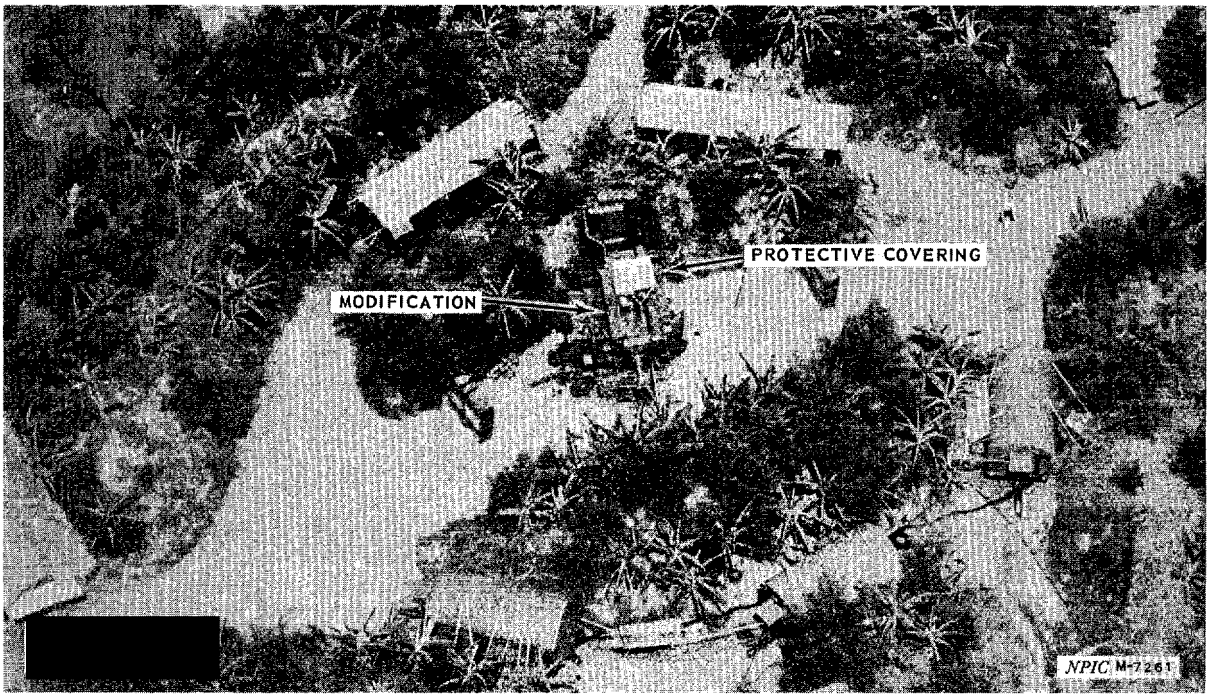

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FIGURE 10. MODIFIED FAN SONG RADAR, AS-2 SITE 45, NORTH VIETNAM

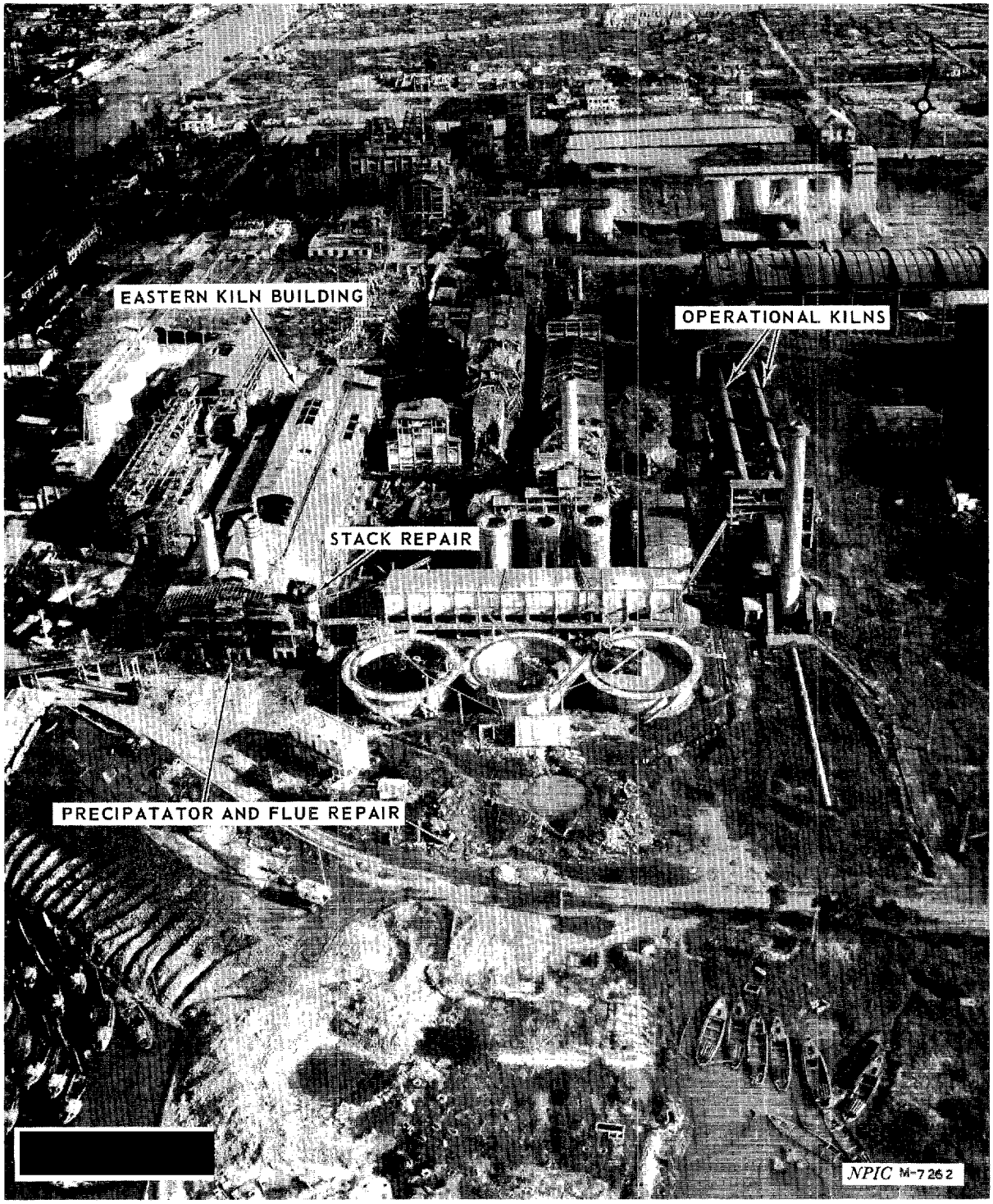

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FIGURE 11. HAIPHONG CEMENT PLANT, NORTH VIETNAM

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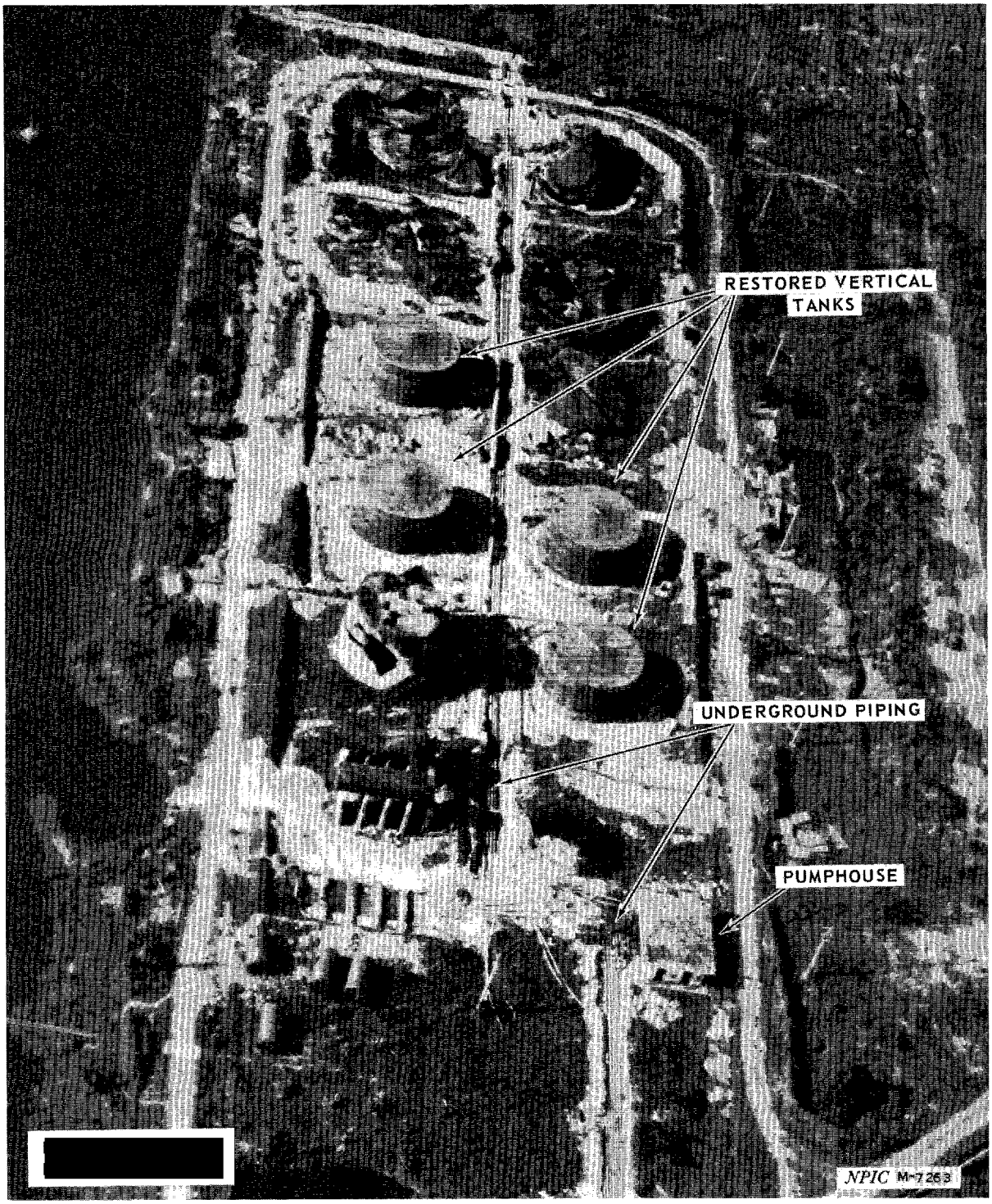

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FIGURE 12. HAIPHONG PETROLEUM PRODUCTS STORAGE AREA, NORTH VIETNAM

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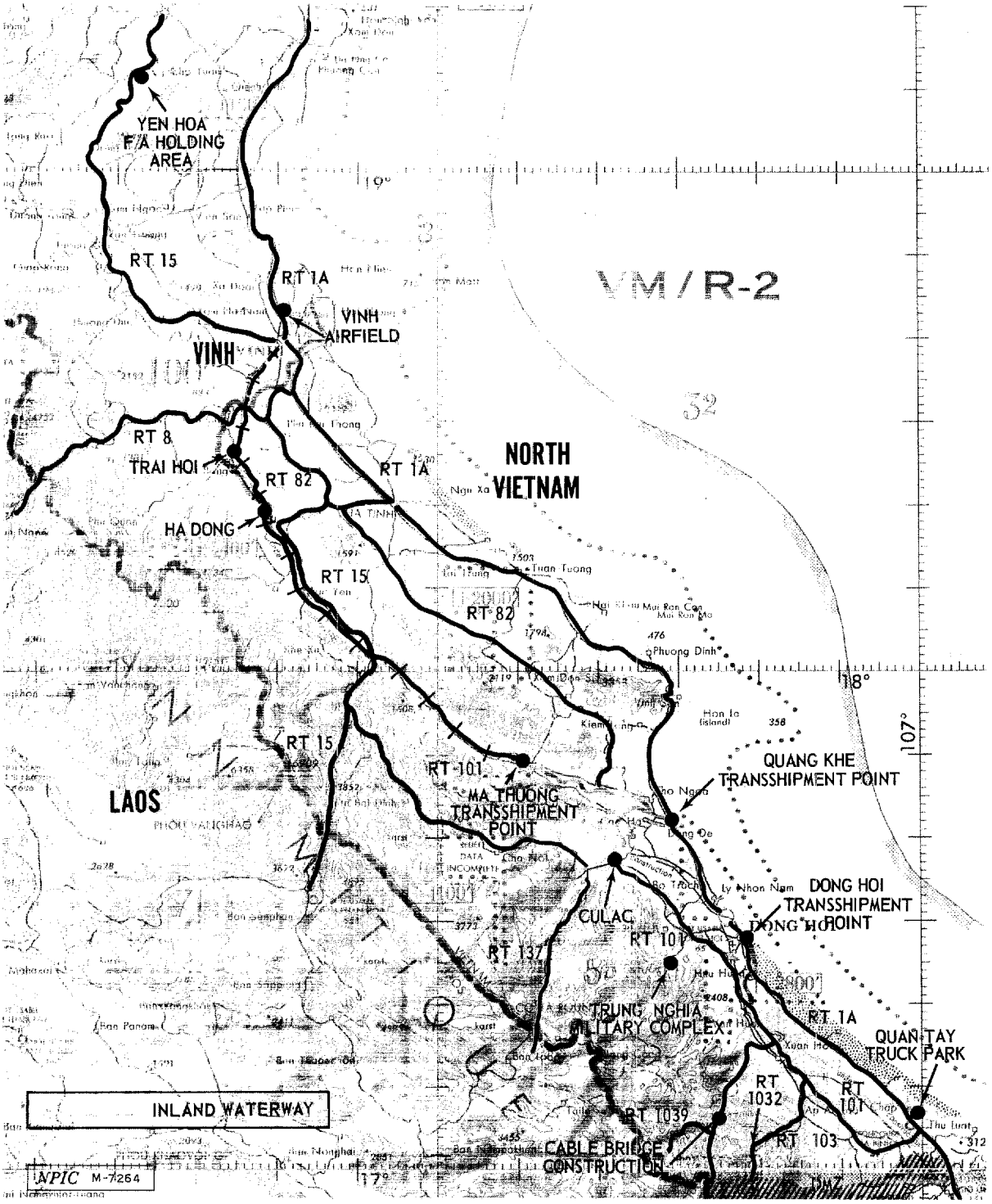

FIGURE 13. SIGNIFICANT DEVELOPMENTS, PANHANDLE AREA, NORTH VIETNAM

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Products Storage Than Am and three destroyed aboveground storage tanks are apparently being reconstructed at the Nguyen Khe petroleum storage area.

25X1D [redacted] photography of the Thai Nguyen Iron and Steel combine showed no significant reconstruction. However, clearing of debris, earth scraping, and road repair were evident. No structural repair was evident in the blast furnace area; however, clearing activity was noted around the stock trestle, coal and ore conveyors, and blast furnaces. Damaged piping has not been restored and the furnaces are not operational. An open trench was observed in front of the central and eastern blast furnace units. There were approximately 40 pieces of rolling stock in the coal storage yards.

SIGNIFICANT DEVELOPMENTS IN THE PANHANDLE AREA OF NORTH VIETNAM

STATUS OF ROUTES

All major vehicular infiltration routes in the panhandle of North Vietnam have remained open during the period [redacted] 25X1D Aerial photography, although extremely limited, has shown that Routes 15 and 137 remain moderately active, with Route 1036 also sustaining a substantial amount of traffic.

Construction on Route 1032 has extended the motorable terminus to a point well within the DMZ near the Houay Nam Se. Construction on Route 1036 in Laos has stopped, apparently due to heavy U.S. airstrikes. 25X1D Although [redacted] photography revealed construction was continuing on Route 1039, lack of photographic coverage precludes determining its current status (Figure 13).

WATERBORNE TRAFFIC

25X1D A general decrease and leveling off in the use of coastal logistics craft have been noted since [redacted] At the biggest coastal transshipment areas at Quang Khe and Dong Hoi, the leveling off has been most obvious. Reconnaissance of Quang Khe [redacted] 25X1D revealed stockpiled supplies, an SL-1 at one of the piers, and four POL coasters in the vicinity of the bunkering pier. The ferry on Route 1A is active and there are several small craft in the area (Figure 14). Photography of this area has shown a steady flow of supplies through the coastal transshipment area rather than a large influx and concentration of activity. This type of activity is noted at Dong Hoi also. Three of ten smaller transshipment areas on the Kien Giang south of Dong Hoi were active on late [redacted] 25X1D photography (Figure 15).

Although barges continue to operate on the Song Giang west of Quang Khe to the Ma Thuong Transshipment Area and on the Song Giang and Song

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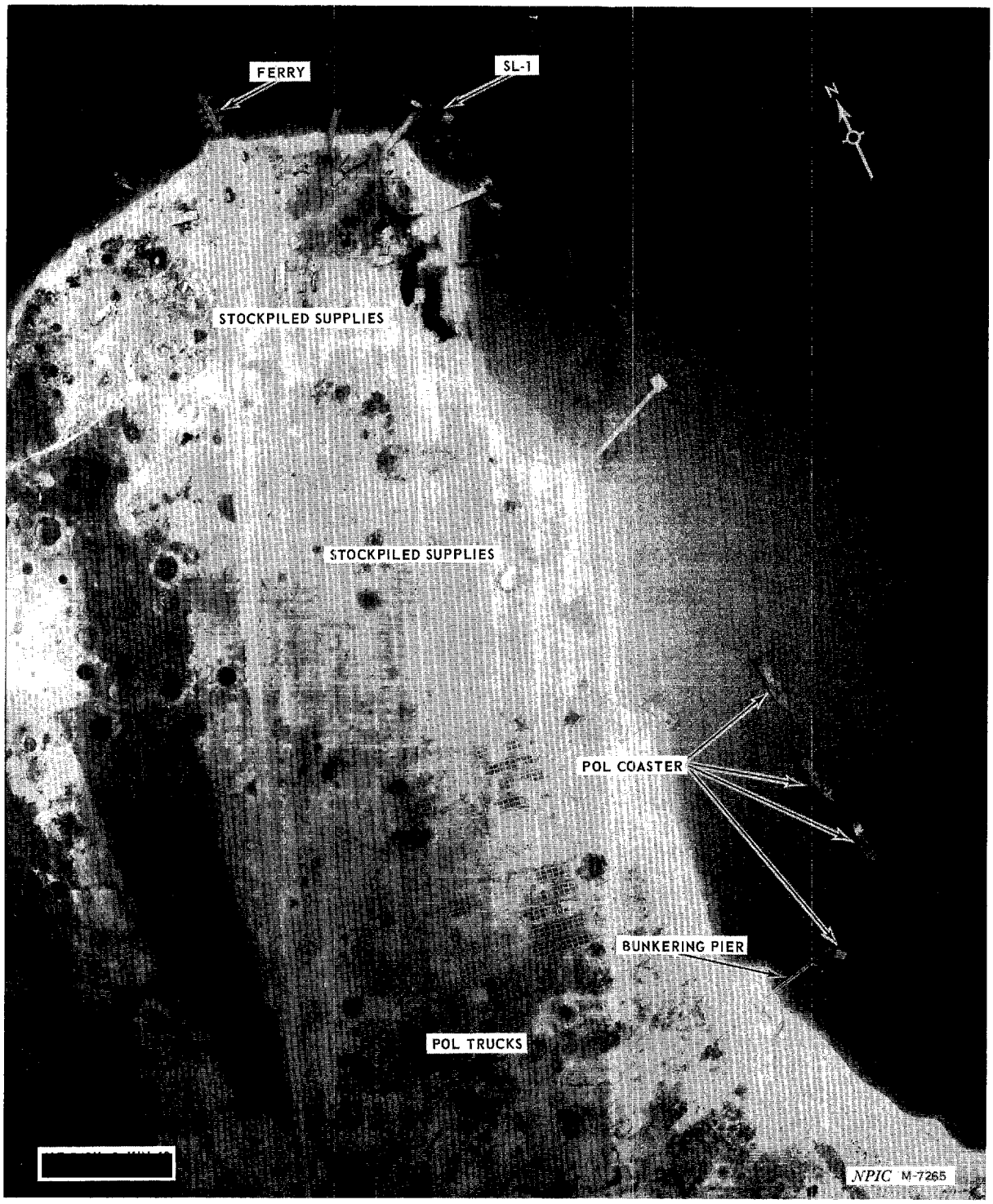

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FIGURE 14. QUANG KHE TRANSSHIPMENT POINT, NORTH VIETNAM

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Troc inland water routes to the Cu Lac and Phong Nha transshipment points, the activity was not as great in [redacted] The same is true of the inland waterway south of Vinh in the Ha Dong area north of Bai Duc Thon. 25X1D

RAIL ACTIVITY

Rail activity on the Vinh-Dong Hoi low capacity line is continuing at a moderate rate. The only repairs noted on the line are at Trai Hoi where the present tramway system is probably being replaced by a more permanent bridge structure. The terminus of the line is still the Ma Thuong transshipment point 22 nm northwest of Quang Khe.

MILITARY AND LOGISTICS ACTIVITY

25X1D [redacted] revealed a major military complex 2.5 nm west of Trung Nghia and 4.3 nm southwest of Dong Hoi composed of a probable barracks/ammunition storage area containing 32 partially revetted buildings, a probable mortar training range, a possible automatic weapons training area, and a housing area.

25X1D A low level drone mission in [redacted] revealed a field artillery holding/storage area along the Song Ca paralleling Route 15 at Yen Hoa. There

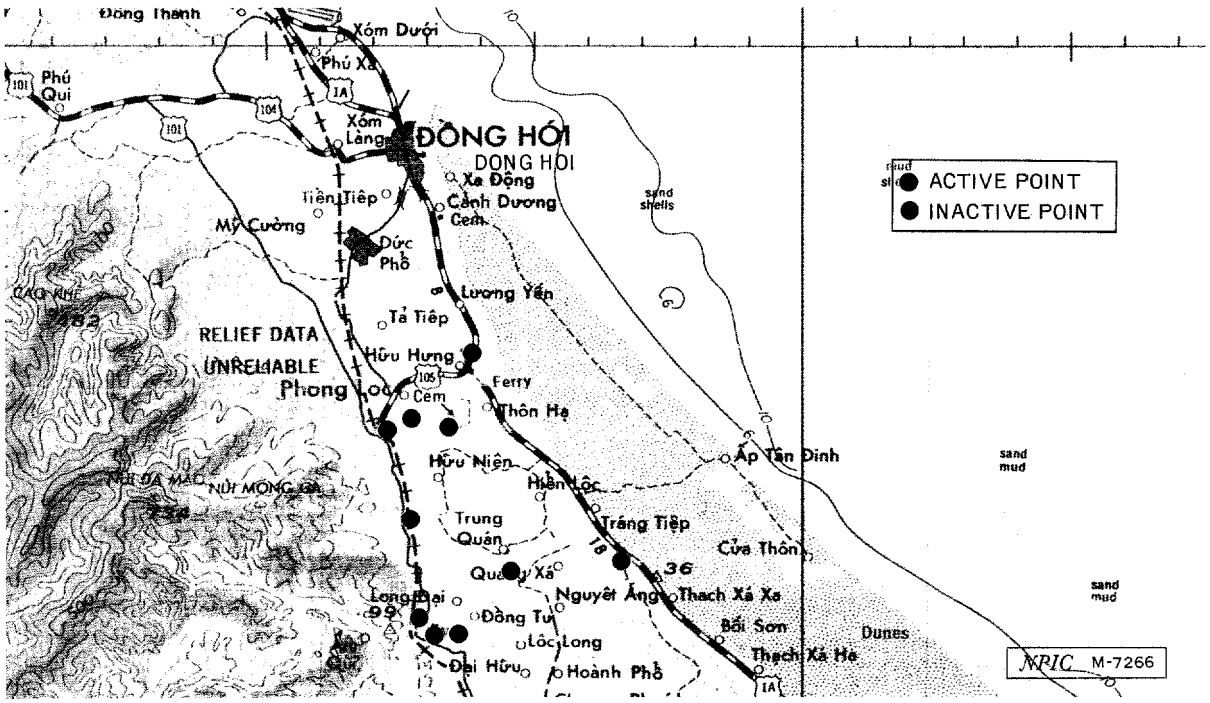

FIGURE 15. KIEN GIANG AREA TRANSSHIPMENT POINTS, NORTH VIETNAM

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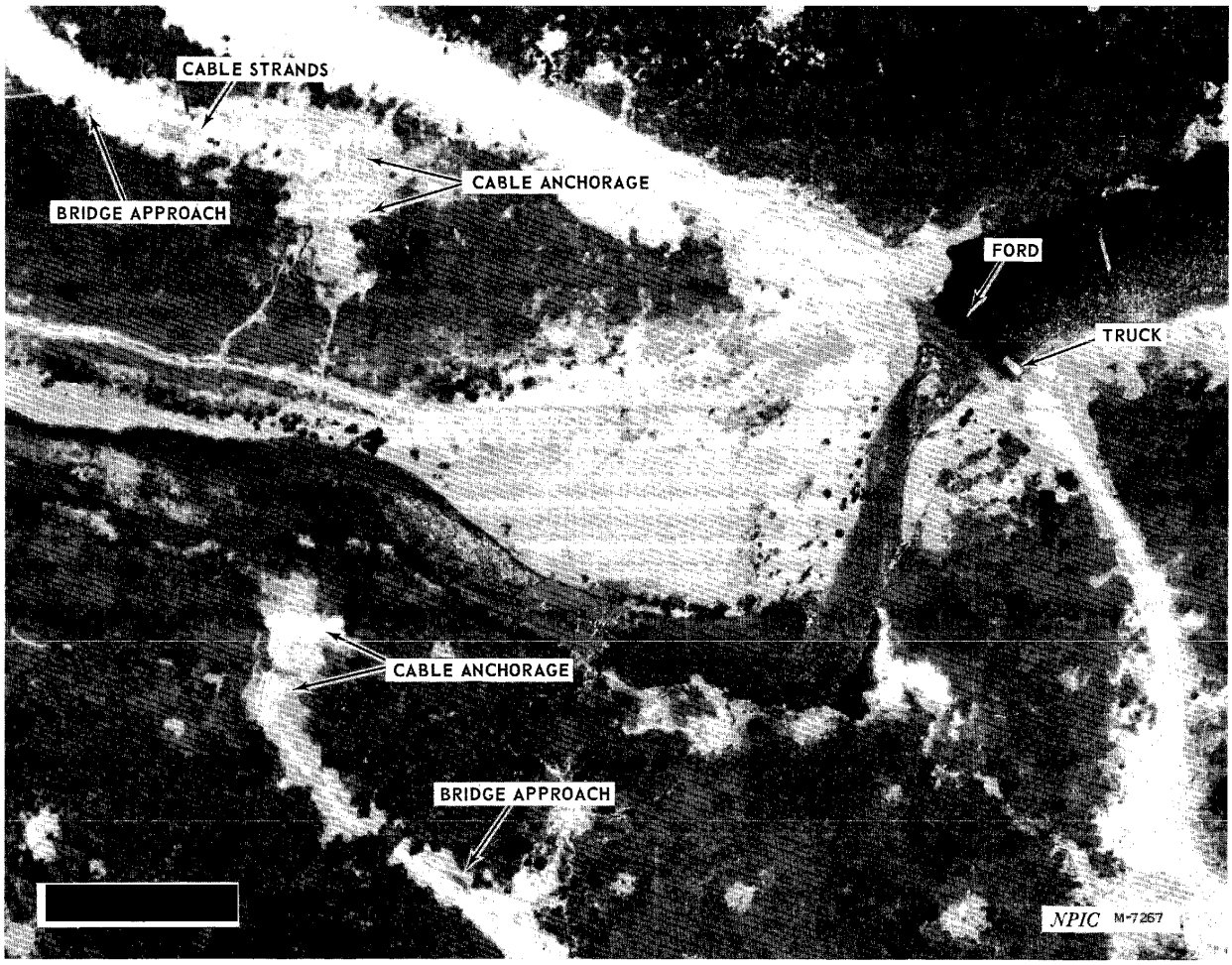

FIGURE 16. CABLE BRIDGE CONSTRUCTION, ROUTE 1036, NORTH VIETNAM

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were 18 sheds probably occupied by field artillery, four sheds possibly occupied, and several probable prime mover storage sheds. The North

25X1B [redacted]

Another tactical reconnaissance mission in [redacted] revealed heavy activity in the Quan Tay truck park and storage area, 8 nm above the DMZ. The area consisted of 50 storage revetments, 15 of which contain unidentified supplies. One ZIL-150 cargo truck and seven-position antiaircraft artillery site occupied by four probable 57mm antiaircraft guns were also observed in the area.

25X1D

CABLE BRIDGE CONSTRUCTION

Perhaps the most significant cable bridge under construction at the present time is located on Route 1036, 10.9 nm southwest of the junction of Routes 1036 and 101 and 9.7 nm north of the DMZ (Figure 16). When first observed in [redacted] there were excavations for cable anchors and abutments under construction. Subsequent photography has revealed that the excavations have been filled and the approaches improved. Cable is apparently being readied to span the river (Figure 16). When completed, the bridge will eliminate the need for the ford immediately to the east.

25X1D

25X1D

REFERENCES

25X1D

This report covers the [redacted] period between [redacted]. Approximately 1,800 aircraft missions covering the area described during this time period were exploited by NPIC.

MAPS

ACIC Chart, Series ONC, Sheet J-11, scale 1:1,000,000

AMS Map, Series L7014, Sheet 6343IV, scale 1:50,000

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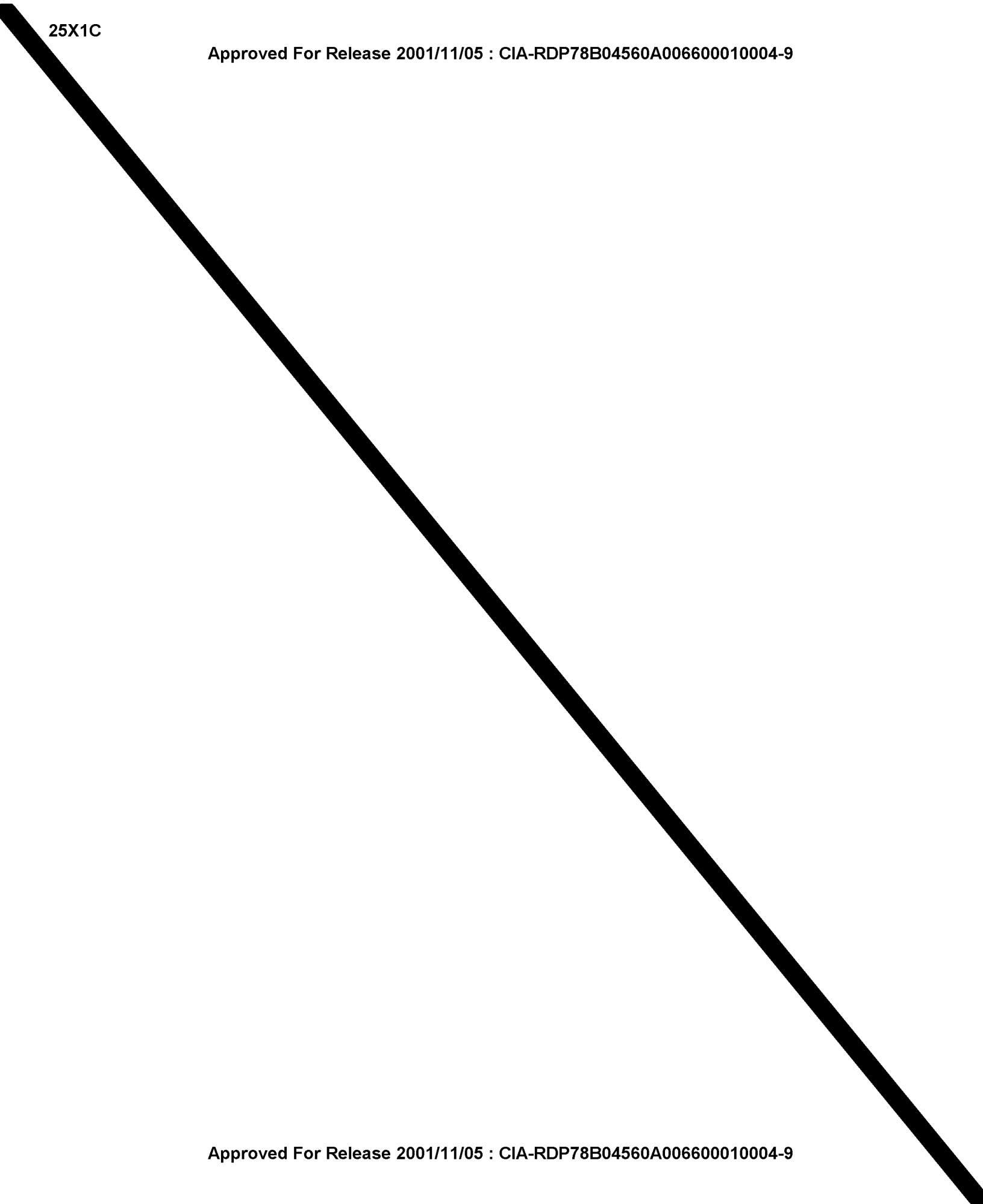

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